

1996 Update

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This plan is an update to the original Ridge-to-Rivers Pathway Plan adopted in 1993. The recommendations in this plan have been incorporated into Destination 2015: The Regional Transportation Plan for Northern Ada County.

The Ada Planning Association (APA) Board adopted the recommendations in this plan via Destination 2015, (resolution 2-96) on February 26, 1996.

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EXECUTIVE SUMMARY

Ridge-to-Rivers is a comprehensive Pathway Plan designed to improve pathways in Ada County. These paths are intended to accommodate persons with disabilities, pedestrians, bicyclists, trail enthusiasts and other non-motorized uses. This is an update of the original Ada County Ridge-to-Rivers Pathway Plan adopted in May 1993. Much has been accomplished in the past two years but there is still much that needs to be done. This update is consistent with the Comprehensive Plans of Ada County, Boise, Eagle, Garden City, Kuna, Meridian and the City of Boise Comprehensive Park and Recreation System Plan. It is intended to take pathway planning to a higher level of responsiveness.

The goals of this plan are the same as in the original plan:

Goals

- Develop a comprehensive on-street bikeway system to aid non-motorized transportation.
- Develop a comprehensive multiple-use path system to complement the on-street system and enhance recreational opportunities through the expansion of the Boise River Greenbelt and other waterways as well as inter-neighborhood connections.
- Develop a comprehensive multiple-use trail system in the foothills and outlying areas that will connect neighborhoods, parks and other public open spaces.
- Adopt this plan as public policy by all appropriate units of government and incorporate into local planning documents and processes.

These goals can be achieved by institutionalizing pathways into the local and regional planning process.

Three Components

There are three components of the Ridge-to-Rivers program: On-Street BikeWays, Multiple-Use Paths, and Multiple-Use Trails. The three elements are very distinct from one another but also have many things in common. The original Ridge-to-Rivers Plan created a "designated corridor model" of planning in which pathways were designated in select corridors. This revision takes the next step towards a mature pathway system by recommending a "fully integrated bicycle/motor vehicle model". This model reflects the desire to incorporate bicycle/pedestrian needs on an equal basis as motorists needs. The issues, needs and recommendations for each of these components is discussed in sections 2,3, and 4 respectively.

Funding Strategies

Since the original adoption of this plan in 1993, pathway improvements have been funded by federal funds and implementing agency budgets. Typically pathway improvements come from a variety of sources. This plan projects future funding based on past performance of the implementing agencies while seeking a variety of additional sources .

Mapped Pathways

The original Ridge-to-Rivers was developed with significant public input. The content of the maps have been edited only to eliminate redundancy or make corrections, however the objective remains the same; to reflect the VISION of a designated Ridge-to-Rivers Pathway system. They are intended to be used as a guide or planning tool but do not identify all the needs required of a fully integrated bicycle/motor vehicle model.

Policy Recommendations

Sections 2 through 6 begin with a discussion of issues and needs for each component of this pathway plan. Policy recommendations conclude each section and are summarized in Appendix "A" (pg. 21).

SECTION 1

INTRODUCTION

Imagine . . . a completed greenbelt along the Boise River, spanning Ada County from east to west. People of all ages ride bicycles, jog or walk and persons with disabilities enjoy safe and easy access at many points along the way. In outlying areas, equestrians take a pleasant ride along a lush riverbank.

Imagine a continuous on-street bikeway system in unison with the multiple-use path system that connects virtually all points of departure to all points of destination. Everyone moves safely and efficiently using their choice of non-motorized travel. Workers enjoy uncongested commutes, children ride bicycles and walk safely to school and between neighborhoods without relying on rides from their parents.

Imagine this urban pathway system stretching into the foothills and into the deserts of southern Ada County. A web of unpaved trails weaves through fascinating terrain and scenic views, beckoning recreationists who seek exercise and solitude.

The vision is clear: a system of non-motorized pathways to any destination from the ridge of the Boise Front to the Boise and Snake Rivers. It is this vision that led to development of the Ridge-to-Rivers Pathway Plan. As an important component of our long-range comprehensive regional transportation strategy, Ridge-to-Rivers enables the visions of Destination 2015 which address environmental goals and automotive use reductions.

What Is the Ridge-to-Rivers Pathway Plan?

The Ridge-to-Rivers Pathway Plan is a conceptual regional pathway system with a long-term commitment to extend beyond county boundaries. It is a pathway system that meets essential transportation and recreational needs, implemented at a relatively low cost through creative planning and design. The Ridge-to-Rivers Pathway Plan includes all types of non-motorized pathway users and pathway facilities.

Because of rapid growth and numerous changes taking place locally, this plan should be reviewed regularly and adjustments made to changing circumstances. This update is the first of such reviews. The goals of the plan are as follows:

- 1) Develop a comprehensive on-street bikeway system to aid non-motorized transportation.
- 2) Develop a comprehensive multiple-use path system to complement the transportation function of the on-street system and enhance recreational opportunities of the Boise River Greenbelt and other waterways as well as inter-neighborhood connections.
- 3) Develop a comprehensive multiple-use trail system in the foothills and outlying areas that will connect neighborhoods, parks and other public open spaces.
- 4) Adopt this plan as public policy by all appropriate units of government and incorporate into local planning documents and processes.

What Has Been Accomplished?

Since the plan's original adoption in May 1993, the pathway system in Ada County has seen significant improvement.

Following is the status of the Ridge-to-River recommendations adopted in 1993:

<u>Recommendation</u>	<u>Status</u>
#1 Establish Coordinator Positions	Completed
#2 Coordinators assist Implementing Agencies	Completed
#3 Incorporate R-RTAC & R-RCAC into planning process	Altered
#4 Coordinators involved in Development Review Process	Completed
#5 Coordinators involved in Transportation Planning Process	Completed

Following are some of the major accomplishments since 1993 that have aided pathways:

- Approximately 20 miles of new bike lanes have been striped by ACHD
- An annual alternative transportation promotion (Car-Free Days of Spring) has begun
- A new and improved BikeWay Map has been produced
- The Development Review Process gives greater consideration to pathway needs
- A new ACHD Development Policy Manual is much more bicycle/pedestrian friendly
- Bike racks have been installed on every Boise Urban Stages bus
- Nearly \$3 million in federal funds has been programmed for multiple-use pathways
- A new signage system and pathway striping has been implemented on the Greenbelt
- A micro-path ordinance to enhance neighborhood mobility has been passed in Boise
- Critical micro-pathway links have been secured
- Approximately 22 miles of foothill trails have been secured with landowner agreements
- A trail maintenance and signage program has been established

What Remains To Be Done?

There is also much more that needs to be done as the system is still incomplete and fragmented. Many parts of the county still lack basic facilities to provide safe routes to schools and bicycle commuting options, or to implement greater management to trails in the foothills. Some of the issues that still need addressing:

- Pursue various funding sources to continue pathway development.
- Market the pathway program to encourage greater use and increase safety through education and enforcement programs
- Develop a mechanism for greater public involvement and a more active R-RTAC
- Develop a local Trail Design Manual

This plan then is a continuation of what began in 1993 at the community's request. It seeks to address these issues by including pathway needs in planning activities.

Plan Organization

This update consists of five components separated into individual sections. Section 2 discusses the issues needs and recommendations of on-street bikeways, section 3 deals with multiple-use paths and section 4 with multiple-use trails. Section 5 discusses funding options that may be available assuming a position is established to pursue these options. Section 6 reflects the mapped component of the plan. These maps, are similar to the original plan developed with significant public input. They have been edited only for correction and clarification. They are intended to be used only as a guide for planners developers and decision makers, however, additional opportunities to further integrate our transportation system should be sought. All new development should be seen as an opportunity to provide and improve bicycle and pedestrian access at various locations around the county.

Appendix "A" is a summary listing of all the recommendations made in this revision.

Appendix "B" is a bibliography of the design manuals this plan endorses.

Appendix "C" is a list of definitions used in this plan.

The Challenge Is Ours

This plan is presented as an update to the Ridge-to-Rivers Pathway Plan and the pathway component of the Ada County Destination 2015 Long Range Transportation Plan. It is consistent with the comprehensive plans of Ada County, Boise, Eagle, Garden City, Kuna, Mendian and the Boise City Comprehensive Park and Recreation System Plan. With active citizen participation, support of elected officials, planners and engineers, and cooperation from land owners and developers, we can demonstrate that Ada County citizens and leaders are committed to enhancing our quality of life.

SECTION 2

ON-STREET BIKEWAYS

The on-street component of the Ridge-to-Rivers Plan consists of bikeways on the roadway network. Bikeways are any combination of sidewalks, bicycle lanes and bicycle routes designed to create a safer environment on the roadway for bicyclists, pedestrians and motorists.

ISSUES

First generation bikeway planning focused on separated paths for recreational purposes believing bicycling was safer off the roadway. This proved costly, limiting and not as safe as originally believed; however, it did result in a nice pathway along the Boise River. Adoption of the Ridge-to-Rivers Plan changed this by cultivating a "designated corridor model" in which maps identified specific corridors for bicyclists to use. This update of the plan takes the next step toward a more responsive on-street bikeway system by instituting a "fully integrated bicycle/motor vehicle model" of planning and implementation.

Fully Integrated Bicycle / Motor Vehicle Model

A fully integrated bicycle/motor vehicle model seeks to achieve a balanced transportation system consisting of bikeways along most roadways rather than selected corridors. The plan calls for better utilization of our existing pavement through the narrowing of motorized traffic lanes and other minor adjustments in our transportation system within safety engineering guidelines.

To their credit, ACHD has already been doing much of this type of implementation. They have gone beyond the maps to make other roadways safer for bicyclists and pedestrians. This update intends to make this practice public policy and to ensure its continuation for future generations.

A fully integrated bicycle/motor vehicle model also involves activities such as: data collection, education, enforcement, and encouragement programs.

Benefits of an Integrated Bicycle/Motor Vehicle Model

There are technical and cultural benefits of this type of planning. Technical benefits are those achieved through on-the-ground improvements, while cultural benefits are those that help the community as a whole.

Technical Benefits

- Bikeways provide more elbow room to meet the differing needs of motorists, bicyclists, and pedestrians. They increase the mobility, predictability, and visibility for everyone.
- Bikeways serve as a natural traffic calming mechanism.
- Bikeways improve the sight triangle for motorists crossing intersections or exiting driveways.
- Bikeways follow the roadway system, providing a distinct travel lane for bicyclists and allow motorists to pass safely and easily without being held up by the slower moving vehicles.

- ❑ Bikeways increase the maneuverability for emergency vehicles allowing motorists to pull over and increase the turning radius necessary for large trucks.
- ❑ Bikeways make it easier for motorists to parallel park without holding up traffic from behind. They also allow easier access for motorists entering and exiting their cars without fearing their doors will be clipped by passing cars.

Cultural Benefits

These are theoretical, long-term benefits based on the simple assumption that if bicycles were used for more trips, there would be a reduction in the increase of motorized trips. Under this scenario the community will benefit via less air, water or noise pollution, less neighborhood destruction, and less transportation infrastructure costs.

The Community Wants Bikeways:

According to a couple local surveys, the community wants bikeways:

- 40% of those surveyed said they "would ride their bicycle for transportation if bicycle lanes were built on major roads." (APA Regional Transportation Plan Survey, report # 9-95, pg.83)
- 54% would be "willing to pay extra to add bicycle lanes to new and widened roads to encourage use." (APA Regional Transportation Plan Survey, report # 9-95, pg. 85)
- Approximately 10% of the 3,000 respondents use the bicycle for transportation and 58% favor additional bike lanes. (Ada County Citizen Input Survey, 1994, pg. 19)

NEEDS

The original Ridge-to-Rivers Plan called for a more active approach to pathway planning and as a result much has been accomplished. However, there are still many needs to be addressed if we are to move pathways into the mature stage.

- ❑ **FUNDING** Typical pathway programs around the country rely on multiple funding sources. This requires someone to seek the less obvious sources, develop creative fund raising programs, coordinate the various sources and pull them together in a timely manner to meet deadlines, etc.
- ❑ **PARKING** Bicycling can never reach its potential without a place to store the vehicle once the driver reaches their destination. A bicycle parking program to provide safe, convenient, and sheltered storage of bicycles will go a long way towards encouraging greater bicycle use.
- ❑ **MARKETING** Unlike the automobile, bicycle use needs to be encouraged if it is going to reach its potential as a form of transportation. Active marketing, much like is done with the ACHD Rideshare program and Boise Urban Stages, is needed to inform people of the advantages to bicycle transportation.
- ❑ **PUBLIC INVOLVEMENT** Citizen groups typically drive pathway programs and give it its character. There is a need to develop a mechanism for greater public involvement to identify where improvements are needed.
- ❑ **PATHWAY PLANNING** The Ridge-to-Rivers Plan requires periodic updates, continual monitoring and interpretation. There is an on-going need for a point-of-contact to answer questions of citizens, developers and technical staff.

- **FACILITY PLANNING** The maps in this plan should be used as a guide. However, to institute a fully integrated bicycle/motor vehicle model requires more attention to the built environment. Opportunities for improvement should be actively sought rather than waiting for the next roadway improvement.
- **FOUR E's** The original Ridge-to-Rivers Plan discussed the Engineering, Education, Encouragement, and Enforcement elements of a well rounded pathway program. Very little, has been done on the latter three.
- **TRIP / USER STATISTICS** There is not adequate information on bicycle use in the area. This information is needed to determine a given pathway need.
- **SIGNAGE** There is a need to re-tool the on-street signage system. Currently there are many obsolete and misplaced signs. A process to upgrade this system needs to be developed and implemented.
- **DESIGN MANUAL** There is a need to develop an updated pathway design manual. The current design manual is focused primarily on multiple-use paths. A new manual would include a trail design component and a matrix to assist in the evaluation of bike lane need.

ON-STREET BIKEWAY RECOMMENDATIONS

- 2.1 Convert the existing half-time transportation pathway coordinator into a full-time county-wide bicycle/pedestrian planner to implement a fully integrated bicycle/motor vehicle model. This position would work on bicycle transportation issues such as the needs listed above. Two options are available for housing this position: Ada County Highway District and Ada Planning Association.
- Because of ACHD's responsibilities for the roadway system, they are the primary choice for this new position. If ACHD elected to take this responsibility, they would have the support of the Ridge-to-Rivers Technical Advisory Committee.
 - APA is the secondary choice for this role. Currently one-half of an APA staff position is allocated for planning and coordination of pathway tasks. The remainder of this position would have to be shared by member agencies (approximately \$25,000).
 - A third option is to continue the status quo in which the pathway planning function would remain but the needs listed above would be put on hold.
- 2.2 Recognize that the bicycle is a vehicle with legal access to all public roads. Within engineering safety guidelines, roadway arterials, collectors, and bridges will be designed for the needs of motor vehicle drivers, bicyclists and pedestrians. APA will coordinate with implementing agencies and appropriate advisory groups in creating an Evaluation Matrix for bike lanes to supplement the current process. The full-time bicycle/pedestrian planner will be responsible for the development of this objective method to identify bike lane needs.

SECTION 3

MULTIPLE-USE PATHS

The Multiple-Use Paths component of the Ridge-to-Rivers Plan consists of facilities separated from the road right-of-way for the purpose of both recreation and non-motorized transportation. A multiple-use path component is also part of a fully integrated bicycle/motor vehicle model.

ISSUES

The Boise River Greenbelt is the premier example of a multiple-use pathway in Ada County. It is primarily used for recreation, but also is used extensively by commuters seeking an alternative northwest/southeast route. Use of the Boise River Greenbelt will increase as Ada County population grows. Expanding beyond this existing heavily used facility will disperse use and reduce pressure at certain locations along the river.

In addition to expanding the mileage of the greenbelt, much of this pathway needs to be widened in order to safely meet the demand. The American Association of State Highway and Transportation Officials (AASHTO) manual recommends a minimum of 12 feet in heavily used urban areas.

The Bald Eagle Conservation Plan recommends limited use of multiple-use paths in the vicinity of wintering bald eagle perch sites and roosting areas. The Ridge-to-Rivers Plan recognizes the value of this plan. It may be possible to develop a system of dual pathways to afford the intent of seasonal closures near these sites. Boise City Parks and Recreation will consider the idea of seasonal closures if an alternative pathway route can be provided to accommodate pathway users for continuous travel parallel to the closure.

Across the country, thousands of miles of abandoned railroad corridors have been converted to pathways. The Union Pacific railroad corridor provides a good opportunity for multiple-use paths in the future. This corridor is currently an active railroad line, however, every effort should be made to preserve it for pathways in the event it is abandoned.

Micro-paths are also considered multiple-use paths as they provide valuable mobility between neighborhoods and allow safer travel by children accessing schools, parks and other nearby neighborhoods. Boise City has created a micro-path ordinance resulting in improved mobility for residents of many new subdivisions.

NEEDS

An expanded multiple-use path system will do a lot to encourage greater non-motorized transportation and recreation. However, there is still much that needs to be done to meet the growing demand and make this a safe environment. Following is a list of needs to accomplish this goal.

- SYSTEM EXPANSION** This plan is consistent with earlier pathway planning efforts to have a pathway along the Boise River from Lucky Peak to Eagle Island State Park. There are also needs to allow greater access down the benches, along other linear corridors and to interconnect the existing multiple-use pathway system.
- COORDINATION** Ada County, Boise, Eagle, and Garden City all have jurisdiction along the Boise River. Currently there is little coordination among them regarding the Boise River Greenbelt. The maps in this plan and those of other comprehensive plans have gone through different planning processes. While having consistent goals they are not identical in pathway locations or designations. A process should be developed for staff and elected officials to coordinate these plans.
- EDUCATION** The Boise River Greenbelt is heavily used by a variety of users traveling at different speeds by different modes and all with different skill levels. This can be a volatile mix unless those users are properly educated on harmonious coexistence. A formal community education program needs to be continued and this program made readily available and visible. This program could be part of or compliment the on-street education need.
- RAILROAD CORRIDOR** There is a national movement to preserve abandoned railroad corridors to connect city centers to the countryside and communities to one another via pathways. Local governments should work with The Rails-to-Trails Conservancy and the Union Pacific Railroad in the event this railroad corridor is abandoned in Ada County.

MULTIPLE-USE PATH RECOMMENDATIONS

- 3.1 Encourage the expansion of the Boise River Greenbelt to connect the Boise/Garden City greenbelt path with the City of Eagle greenbelt path and ultimately to Eagle Island State Park. The Boise River is a public landmark that should have access available to the public. A dual system should be evaluated on a case-by-case basis in order to minimize wildlife disruption.
- 3.2 Encourage all new developments along waterways, railroad corridors, along the bench's or utility rights-of-way to include multiple-use paths or trails or at a minimum, reserve an easement for future use of such facilities. Where necessary, a micro-path or easement for such should also be provided. Private property rights will not be violated by this plan.
- 3.3 Develop consistent education material and signage motif from one community to another.
- 3.4 Increase access between the multiple-use pathway and the on-street bikeway system to enhance the transportation and recreation benefits of the pathway system.
- 3.5 Local, state, and federal agencies are encouraged to establish over-sight committees that support, review, administer, maintain, implement and coordinate multiple-use path and trail issues to further the goal of providing a regional pathway system.
- 3.6 If Union Pacific seeks to discontinue rail line service or vacates rail lines in Ada County, APA will work with local governments and the Rails-to-Trails Conservancy to preserve and retain this railroad corridor for recreational paths, open space, and alternative transit uses to benefit current and future residents of the community.

SECTION 4

Multiple-Use Trails

The multiple-use Trail component of the Ridge-to-Rivers Plan consists of unpaved trails for open space recreation in the foothills, waterways, rural deserts of Ada County and along the historic Oregon Trail. Each of these areas has differing issues, needs, and recommendations.

Boise Foothills

Issues

Numerous planning documents and public opinion surveys have noted the need and desire for trails close to urban areas. Establishing trails and trail heads as development occurs into the foothills is critical to provide access to public lands for current and future residents. A detailed inventory of existing and desired trails has been done for the area from Bogus Basin Road to Highway 21 and is included as an element of this planning document. Future opportunities exist west of Bogus Basin Road, but due to the lack of a public land base this area does not include a detailed trail inventory other than identifying the existing road network.

Due to the checkerboard ownership pattern and multi-jurisdictions in the foothills, managing an integrated trail system entails cooperation and coordination with all jurisdictions and land owners.

Needs

The proximity of the foothills to the metropolitan core area provides open space opportunity to many residents. There is a continuing need to expand the trail system while properly managing both public and private lands in which these trails exist.

Boise Foothills Recommendations

- 4.1 Continue to establish access agreements with private landowners for trails on private property. Only those trails that are permitted by landowners shall be shown on trail user maps. (note: maps in section 6 of this plan are planning maps - not user maps)
- 4.2 Encourage the multiple public/private ownerships to plan for trail systems in the area west of Bogus Basin Road. Establish development incentives for providing trails and open space in this area.
- 4.3 Continue funding the Interagency Trail Coordinator position to expand on the accomplishments to date.
- 4.4 Establish an Interagency Trail Maintenance Ranger position to perform and coordinate maintenance issues of the trail system. Duties of this position would include coordinating and supervising volunteer groups, perform erosion control tasks, post signage and control/direct public access via barriers, coordinate and organize maintenance supplies and equipment. This position would be funded via interagency cooperation with the Ada County Parks Department as lead agency and directly supervised by the Interagency Trail Coordinator.

Eagles Foothills

Issues

A significant amount of recreational trail use occurs in the foothills north of Eagle. Even though public land exists in the area, much of the recreational trail use occurs on private land as well. Some trail needs and opportunities have been inventoried in the area west of Eagle Road.

Needs

Support from the landowners and local government is necessary to create a detailed trail plan and implementation strategy for this area.

Eagle Foothill Recommendation

- 4.5 The government agencies of Ada County, Eagle and the public land holders should identify the lead agency to plan, implement, and manage the trail system in the Eagle foothills area.

Oregon Trail

Issues

This historic trail corridor is a key recreational and cultural resource for our community. Significant accomplishments have occurred to protect historic remnants, though much of the trail is still on private property.

Needs

Further efforts to secure access and provide trail opportunities are needed to connect Bonneville Point to Barber Park.

Oregon Trail Recommendation

- 4.6 Boise City and Ada County take the lead in securing access to and managing the Oregon Trail corridor, with support and assistance from the BLM and Idaho State Historical Society.

Snake River Birds Of Prey National Conservation Area

Issues

A National Conservation Area containing the densest population of raptors in North America, was designated in 1994 in this area. It is also a popular recreation area particularly in the spring and fall. A detailed management plan for the area has been developed.

Needs

Though recreation opportunities exist, they must be compatible with the main goal of preserving the raptor population and habitat. Any recreational trail project will need to be coordinated with the BLM's Bruneau Resource Area.

Snake River Recommendations

- 4.7 Support the BLM's efforts to provide and manage recreation that does not impact the natural resources of the canyon.

SECTION 5

Funding Strategies

Pathway programs in many parts of the country are typically funded from numerous sources. In the past federal funds were the foundation on which to build major projects. As these funds become more scarce it is important to seek creative ways to integrate pathways into the overall transportation system. This update projects the amount of investment required to continue a sustainable pathway program based on past performance.

The key to a successful pathway program is to seek creative applications that do not require expensive or special facilities. In the case of funding, the key is to find creative funding sources and look for opportunity where it exists. The funding strategy for this update is to project for three years, an annual dollar amount based on the performance of the past two years. Funding over the past two years has come from federal, state and local agency budgets. Following are the projections for this update.

Three Year Projection Based On Past Performance

Bureau of Land Management (BLM)

The BLM provides \$15,000 plus office space, equipment and administrative support towards the interagency trail coordinator position and \$13,000 for trail system improvements. For estimating purposes this plan projects the BLM will annually contribute:

- \$13,000 for trail improvements plus increases commensurate with system expansion
- \$15,000 plus appropriate cost of living adjustments towards the interagency trail coordinator position.

Federal Transportation Funds

Since the adoption of the Ridge-to-Rivers Plan in 1993, federal funds amounted to approximately \$3 million in multiple-use pathway projects. Assuming a reauthorization of the federal transportation act, this plan projects:

- \$200,000 annually for pathway system improvements

U.S. Forest Service (USFS)

The US Forest Service provides \$4,000 and equipment towards the interagency trail coordinator position. For estimating purposes this plan projects the USFS will annually contribute:

- \$4,000 plus increases commensurate with the expansion of the trail system and equipment towards the interagency trail coordinator position.

Idaho Transportation Department (ITD)

ITD has begun to incorporate paved shoulders when reconstructing state highways. This practice is consistent with the Ridge-to-Rivers Plan.

Ada County

Ada County annually contributes \$10,000 plus equipment towards the interagency trail coordinator position and \$8,000 towards trail maintenance. For estimating purposes this plan projects Ada County will annually contribute:

- \$10,000 plus appropriate cost of living adjustments towards the interagency trail coordinator position
- \$8,000 plus increases commensurate with the expansion of the system for trail maintenance.

Ada County Highway District (ACHD)

Since the adoption of the Ridge-to-Rivers Plan ACHD has striped approximately 20 miles of bike lanes. Of these miles, ten are attributed to new construction estimated at \$1,200,000 and another ten miles have made better use of existing pavement by retrofitting bike lanes at a cost of \$10,000. For estimating purposes this plan projects ACHD will annually contribute:

- \$500,000 for road related bikeway improvements. These dollars are included in the project cost of planned capital improvements.

Boise Parks And Recreation

The City of Boise has provided matching funds for federally sponsored projects to complete much of the Boise River Greenbelt pathway within the city limits. The total committed by the city for these projects was \$500,000. These project specific expenditures are not likely to be repeated. The city invests roughly \$25,000 annually for greenbelt repair, rehabilitation, signage and striping. Impact fees are a new source of funding available to the parks department. In the past 18 months they have accrued \$28,000 to be used on improvements that expand the capacity of the system. In addition Boise contributes \$15,000 towards the interagency trail coordinator position and \$3,000 for trail maintenance. For estimating purposes this plan projects the City of Boise will annually contribute:

- \$25,000 for greenbelt pathway maintenance
- \$20,000 for greenbelt pathway expansion
- \$3,000 plus increases commensurate with the expansion of the trail system for maintenance
- \$15,000 plus appropriate cost of living adjustments towards the interagency trail coordinator position.

Trail User Fees

The concept of trail user fees has support among trail users. Mountain bikers and equestrians are currently proposing separate legislation that would require permits for mountain bikes and horse trailers using the trails. While this plan makes no estimate as to how much this program would raise, this plan does support efforts in which users of the system contribute to its improvement.

FUNDING RECOMMENDATION

5.1 Based on past performance from these agencies this plan projects the following investment to the physical pathway system for the next three years:

SOURCE	PROJECTED ANNUAL CONTRIBUTION
BLM	\$13,000
FEDERAL TRANSPORTATION FUNDS	\$200,000
USFS	\$4,000
ADA COUNTY	\$8,000
ACHD	\$500,000
BOISE CITY	\$48,000
<u>TOTAL</u>	\$773,000

OTHER AVAILABLE OPTIONS TO BE PURSUED

In addition to the projected funds listed above, there is an on-going need to find other pathway funding opportunities. Following are some other sources that should be pursued.

Grants

Grants should be pursued in order to leverage the budgets of implementing agencies and provide various bicycle related programs. The Bicycle Federation of America offers grants to assist pathway programs in local areas.

Growth Dividends:

These are revenues from existing public sources, such as sales taxes and property taxes, which grow as the community expands. Growth dividends are used to finance improvements to the community. A portion of growth-generated revenues could be appropriated to fund pathway expansion within existing county and municipal budgets.

Developer Dedication

These are on-site system improvements such as micro-paths. Developers are recognizing the economic benefit and improved marketability of projects that incorporate pathways for homeowners or tenants. Continued cooperation between developers and design review staff will continue to improve the pathway system.

Special Assessments

A citywide or county wide special assessment, e.g. a Recreation District, could be created to provide capital resources for a comprehensive pathway system. Recreation Districts, are generally funded through a property tax increase and require approval of the voters within the district.

Benefit Sharing

The cost of these improvements fall on those who directly benefit from the improvement. Interested neighborhoods could develop Local Improvement Districts (LID's) to help improve their respective neighborhoods.

Tax-Specific Targeting

Sales tax options include general or limited sales tax. Proposed local-option tax legislation would empower governmental agencies to establish a general or limited sales tax within Ada County to fund a pathway system. The local-option tax is controversial, but the opportunities are great. The end result is a tax that could be used to target a specific purpose such as greenbelt expansion.

Private Donations:

An endowment program could be developed to encourage private donations towards the pathway program. Donations could be contributed directly, as a checkoff on utility bills, as an annual fund drive, or numerous other options.

Non-Profit Organization

Many communities around the country have established non-profit organizations, structured to work with local and state implementing agencies to accomplish pathway goals. Non-profit organizations collect membership fees and work with the implementing agencies to apply for federal funds for non-motorized transportation projects. These organizations can sometimes provide matching funds, freeing up existing government resources.

Regional Transit Authority

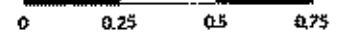
Currently there is legislation seeking a regional transit authority. If established, this authority could also incorporate Bicycle/Pedestrian planning, funding and implementation.

The Vision Eagle Area

January 1996

Scale 1:31600

1 inch to 0.5 miles
miles



On-Street Bikeways

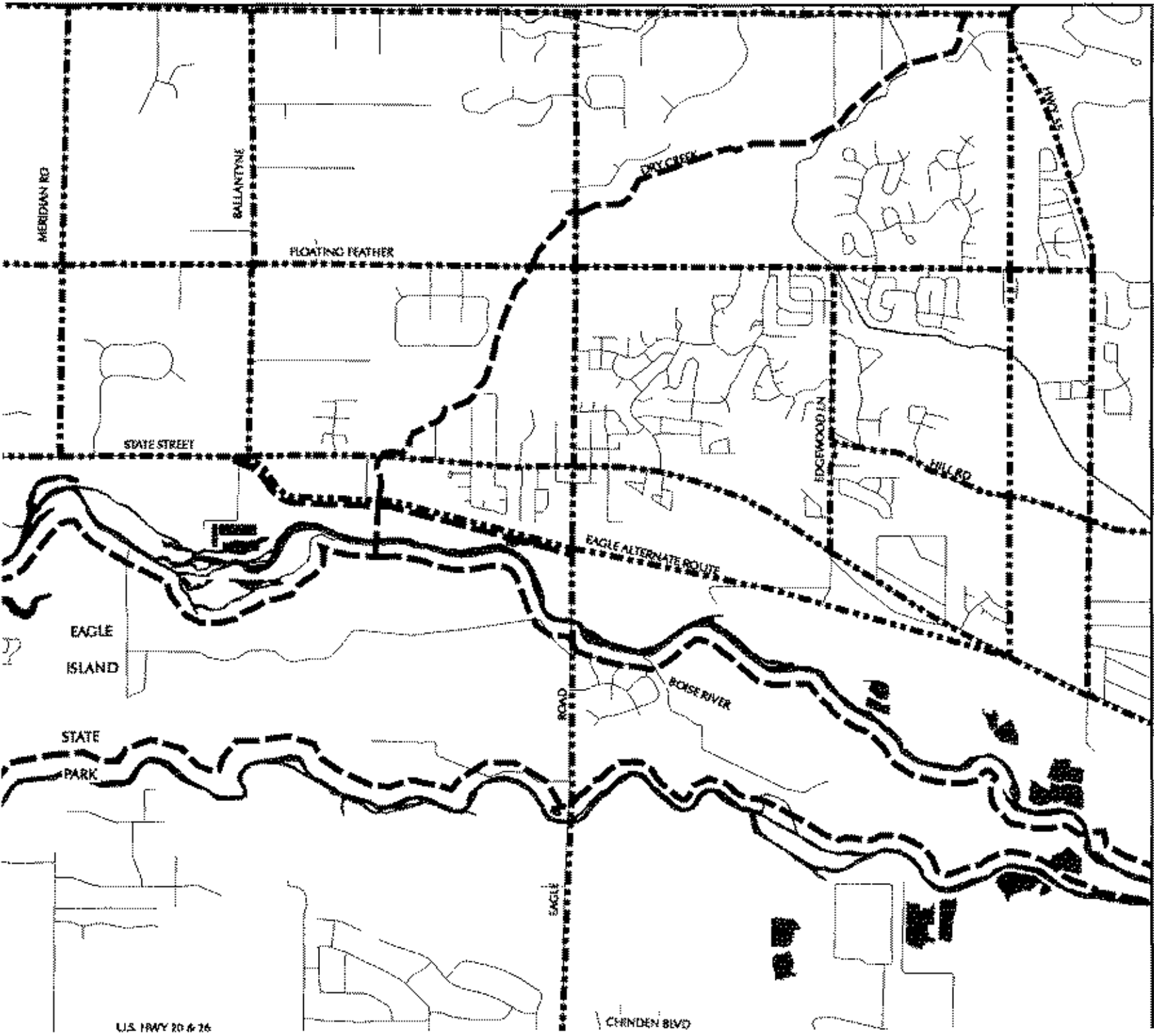
Multiple-Use Paths
=====

NOTE:
This map is consistent, though not identical to respective comprehensive plans and should be viewed in cooperation with those plans. This map does not identify every pathway need, but rather a minimal dedicated system of interconnected pathways.



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Prepared by
Ada Planning Association
100 N. 2ND ST. SUITE 100, BOISE, IDAHO 83724
3674



The Vision Meridian Area

January 1996

Scale 1:47520

1 inch to 0.75 miles
miles

0 0.375 0.75 1.125

On-Street Bikeways

Multiple-Use Paths

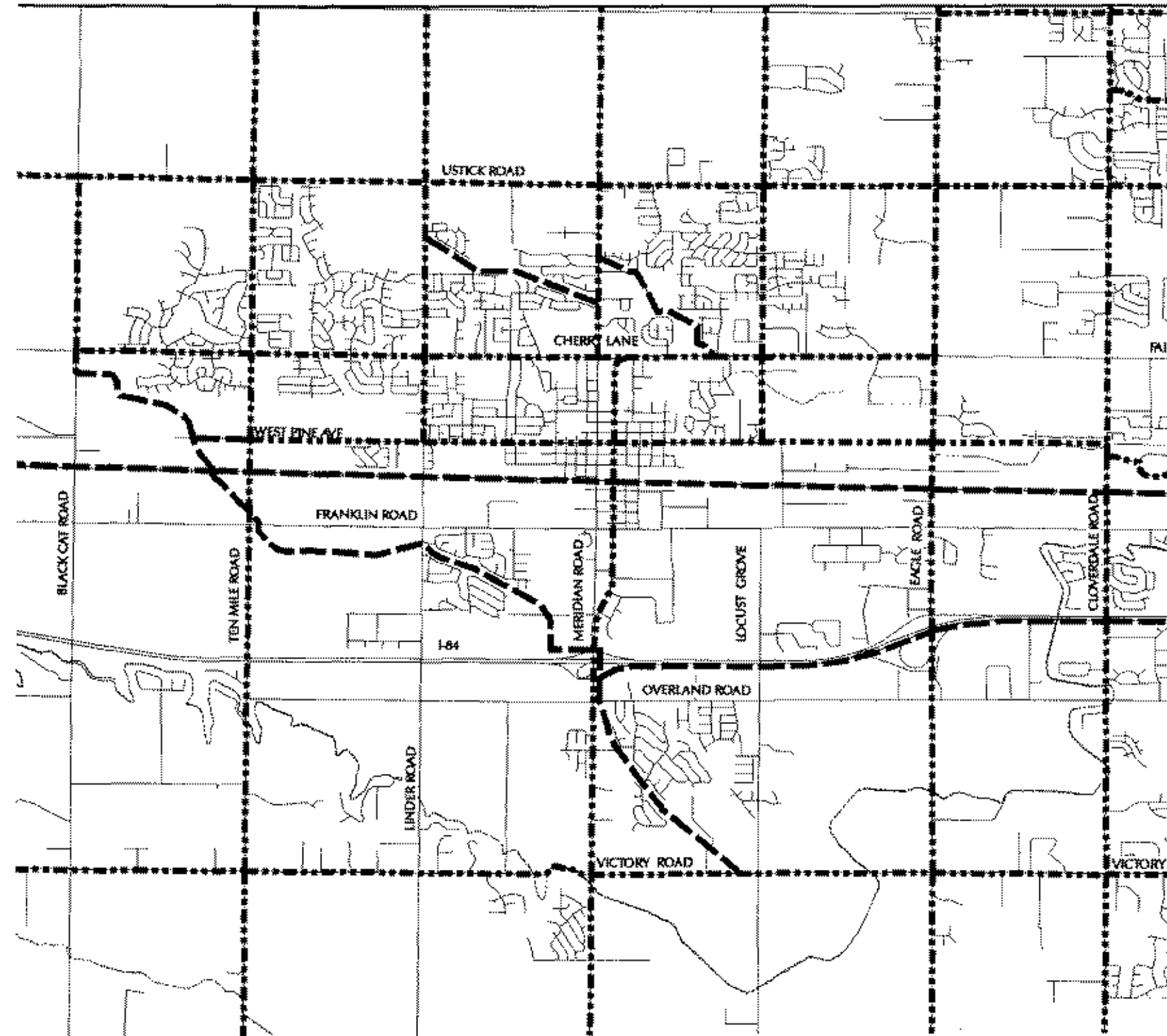
NOTE:

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The Vision Kuna Area

January 1996

Scale 1:59008

1 inch to 0.3 miles
miles

0 0.15 0.3 0.45

On-Street Bikeways

Multiple-Use Paths

NOTE:

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